Single-Detached

INFILL HOUSING GUIDELINES

for

Established Communities

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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1.0 INTRODUCTION

Sensitive and quality redevelopment is a vital tool in regenerating and improving the urban environment. Both the *Calgary General Municipal Plan*, and the *Long-Term Growth Management Strategy*, encourage appropriate infill development as a cost effective means to optimize under-utilized City resources and to rejuvenate declining neighbourhoods in the inner-city and inner-suburban areas. Policies, aimed at encouraging a variety of housing choices and sensitive infill redevelopment that would contribute to the community's image and quality, have been incorporated in many of the adopted area redevelopment plans to revitalize and enhance the attractiveness of established communities.

In recent years, small lot infill development has been the subject of concern in some of the established communities. The concern has been focussed mainly on developments in the R-2 (Residential Low Density District) areas where the traditional 15 metre (50-foot) single family lots are being subdivided into 7.6 metre lots (25 feet) while accommodating significantly larger homes. In some cases, the resulting infill houses tend to be tall and massive, which are not compatible with the existing character of the community. Also, neighbours often find their views or sunlight blocked, and privacy invaded. It is felt by residents that insufficient design and subdivision control may adversely affect their quality of life and neighbourhood.

At the 1986 May 5 City Council meeting, under Urgent Business, Alderman T. Bardsley, seconded by Alderman A. Duerr, introduced the following motion:

> "WHEREAS the practice of subdivision of lots and construction of large infill homes thereupon is an accepted practice in the City of Calgary;
>
> AND WHEREAS this practice is particularly prevalent in the inner-city and inner-suburban areas;

AND WHEREAS significant numbers of infill homes or significantly large infill homes on certain streets may adversely affect the streetscape and quality of life of long-term residents;

NOW THEREFORE BE IT RESOLVED that the Administration be directed to prepare a report establishing guidelines for subdivision and development of infill houses that would result in development more sensitive to existing communities."

In response to the Council directive, the Planning and Building Department has prepared this document to address the design issues and to establish design principles that would result in infill projects that are more sensitive to the existing communities.

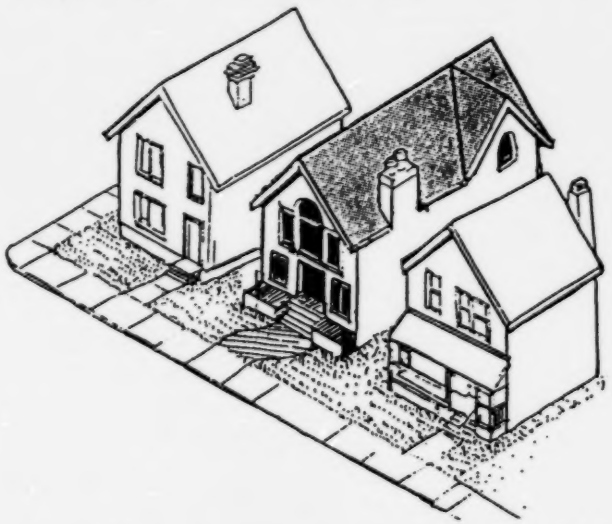
This document does not address the issue of subdivision or establish the maximum number of narrow-lot infill houses that can occur in an area. The narrow-lot option is a direct result of Council approved policies for specific communities within the context of area redevelopment plans, design briefs and by-law requirements adopted under the *Land Use By-law (By-law 2P80)*. Infill development occurs as a response to these policies, rules under the *Land Use By-law* and market conditions that exist at the time of construction. It is important to note that communities with R-2 districts may vary considerably from one area to another or even from block to block. Therefore, it is not advisable to control the practice of subdivision and regulate the number of infill homes permitted in the inner-city and inner-suburban areas without having the issues and impacts examined critically. In recognition of all these complexities, the Planning & Building Department is also conducting a separate study to examine the issue of "re-subdivision" of single-family lots to create additional units in the predominantly single-family neighbourhoods. The relationship between the subdivision and development processes will also be reviewed.

2.0 PURPOSE

This document acknowledges that the inner-city and inner-suburban R-2 areas may eventually undergo considerable redevelopment. However, the process of incremental change is expected to be phased over many years. It is important that during the transition period, new development should attempt to respect the neighbourhood character and the existing scale of adjacent houses. An infill development built to the allowable maximum height and lot coverage can, if not sensitively designed, result in an overly massive and imposing building. In addition, issues related to privacy, loss of sunlight, view blockage and others are common problems associated with this type of development.

The purpose of this study is to suggest design guidelines which would improve the quality of narrow-lot single-detached infill housing developments with respect to the established streetscape, neighbourhood character, site layout, scale, privacy, provision of parking and landscaping.

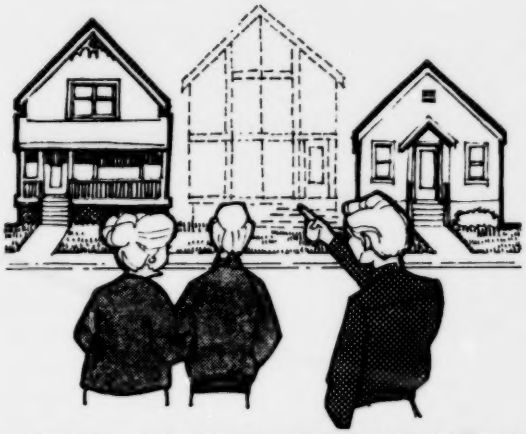
The guidelines in most cases are illustrative rather than prescriptive. It is not the intent of these guidelines to restrict design flexibility but rather to encourage new infills in established communities to recognize potential problems that could be created if certain design principles are not respected.



In essence, the major thrust of the report is to encourage new infill housing to respect its varying development context. Each project should determine how its specific physical characteristics can most easily enhance the streetscape and promote neighbourliness through appropriate application of design principles.

3.0 APPLICATION OF DESIGN GUIDELINES

Currently, the City relies mainly on the *Land Use By-law (By-law 2P80)*, the *National Building Code* and the applicable area redevelopment plans to review and regulate infill developments. The guidelines developed in this document are intended to be used in an **advisory capacity** to supplement the *Land Use By-law*. The document provides the public and the City with a consistent approach in reviewing infill housing applications in the established communities. In addition to providing the overall design principles, the guidelines constitute constructive design alternatives/suggestions which would aid developers in achieving a desirable development. **They are intended to stimulate the imagination of designers rather than to limit development flexibility or dictate the actual design solutions.** Communities with unique architectural and historical significance will likely be examined in greater detail in consultation with the affected property owners in the context of community plans.



INFORMAL DISCUSSION WITH THE NEIGHBOURS OF PROPOSED DEVELOPMENTS IS ENCOURAGED.

In order to streamline and simplify the use of the report, justifications for each guideline have not been discussed in great detail. It is hoped that by using sketches, it will sufficiently illustrate the general principles and the concerns addressed in this document. The guidelines are shown in bold face letters followed by a statement of intent and some examples of how developments can comply with the guidelines under discussion.

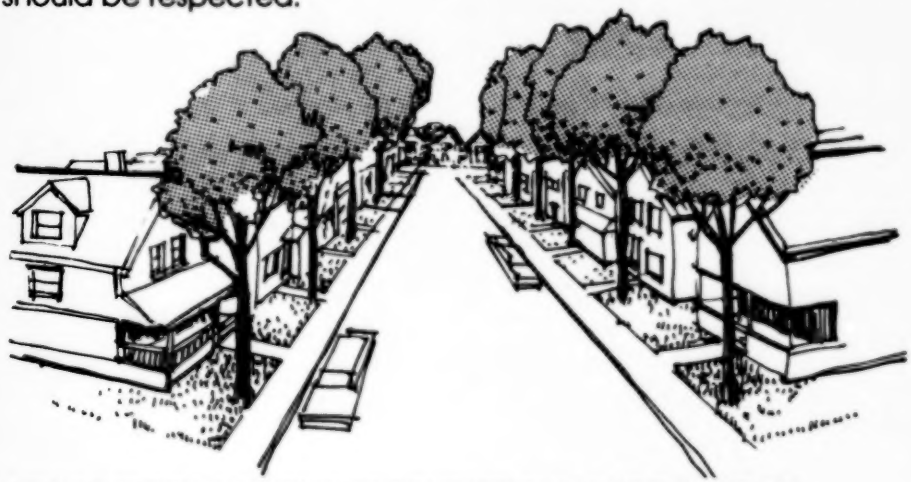
Applicants are advised to familiarize themselves with relevant sections of the *Land Use By-law* and the applicable area redevelopment plan for the neighbourhood where the projects are proposed. A development permit is required for a single-detached dwelling unit on an infill lot when the lot width is less than 12 metres (40 feet). Application requirements are included in Section 6.0 of this document. Where, in the opinion of the Development Officer, a proposed infill development varies significantly from the design principles, the application may be forwarded by the Development Officer to the Calgary Planning Commission for a decision.

4.0 SUMMARY OF INFILL DESIGN CRITERIA

The guidelines are outlined in substantially more detail in the following sections. In order to provide a basic understanding of the direction of these guidelines, a summary of the key criteria is provided below:

4.1 STREET CHARACTER

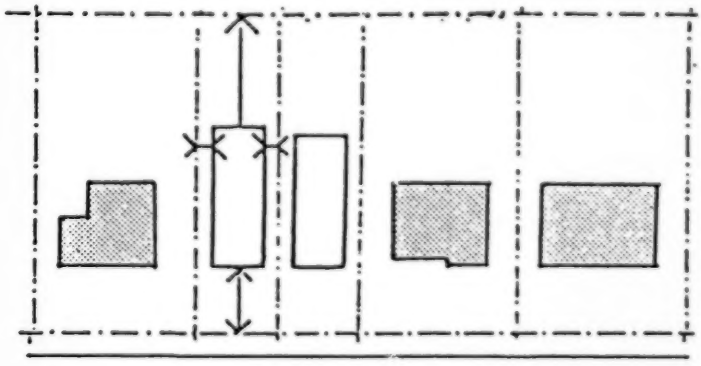
Established patterns of facia, building height, roof profile, front yard setback and style should be respected.



NEW DEVELOPMENT SHOULD BE COMPATIBLE WITH THE STREETSCAPE.

4.2 SETBACKS

Consistent building spacing and front and rear setbacks should be approximated.



4.3 ROOFLINES

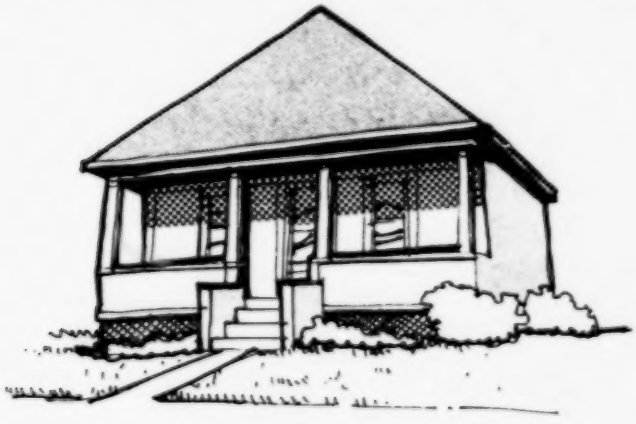
Characteristic roof form should be incorporated.

4.4 WINDOWS

Window forms and styles should complement those found on the existing houses along the street.

4.5 ENTRANCES

The principal entrance should be clearly visible from the street.



4.6 MATERIALS AND DETAILING

Materials that are visually compatible with traditional finishes found in the area should be used. Architectural details are encouraged.

4.7 COLOUR

Compatible colour schemes should be used.

4.8 LANDSCAPING

Front yards, preferably with lawns and other plant material, should present a semi-public and visual open space. Mature vegetation should be preserved.

4.9 PARKING

A minimum of one on-site parking stall should be provided. It is advisable to provide two stalls, especially where on-street parking in an area is limited or prohibited.

NEW ARCHITECTURAL FORMS SHOULD BE EXERCISED WITH GREAT SENSITIVITY.

In summary, the key principle, for new infill development, is to respect its neighbours and to fit in with the established low density residential areas. This would require designers to take into account what are the major characteristics already established in an area. New architectural ideas and styles should be displayed with the greatest sensitivity, so as to minimize introduction of potential conflicting and incompatible architectural elements into the existing neighbourhoods. It is also important to have proper regard for neighbours' privacy and their access to sunlight and views. The success of this approach depends on the co-operation of the community, the applicant and the City to explore and recognize innovative design solutions even if the proposals may not be able to accommodate all the guidelines in this document.

5.0 INFILL DESIGN GUIDELINES

5.1 STREET CHARACTER

New buildings should be compatible with the general streetscape.

In most areas, general patterns that comprise a streetscape exist, and they should be respected by new development. The pattern may include:

- building height;
- building form;
- roof shape;
- architectural and site rhythm;
- architectural massing.

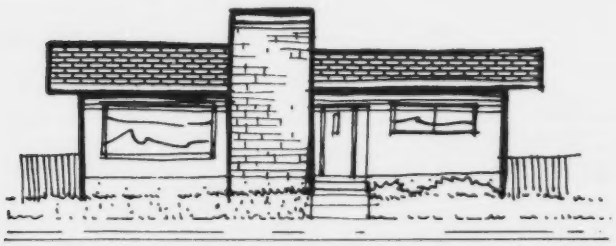
If this pattern has been weakened or disrupted by insensitive recent development, any new infills should attempt to re-establish visually the general character of the original streetscape that fits the neighbourhood context.

Often entire blocks are intact as originally built. They are identified by similar roof pitch, building height, rhythm and massing. Development in this area should respect these details and incorporate some of the features to retain the feeling of the streetscape. When market concerns and setback limitations require the design to maximize the height and building/lot coverage, the visual mass of the building can be improved by adding a front porch; stepping back the second floor to achieve a lower and more consistent soffit elevation; and other techniques as detailed in other sections of the report.

Massing or building proportion in established neighbourhoods should be reflected in the new development. Most blocks have similar patterns and can be characterized by features as shown in the illustrations on this page.

BUILDING MASSING

SQUARE *VERTICAL*



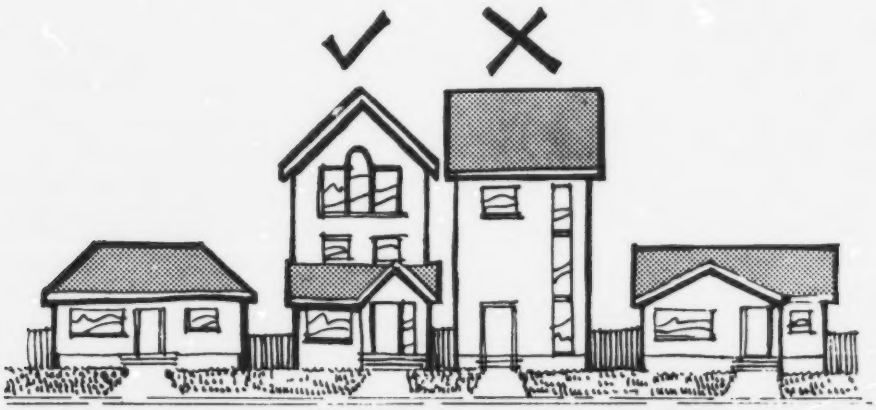
HORIZONTAL

When similar massing is not easily achieved, the building facades should be articulated to promote smaller shadow areas thereby creating an illusion of a smaller building. In some areas, it may be necessary to reduce the proposed floor area of an infill in order to achieve a building mass that would better fit into its setting.

Where there is no consistent streetscape in the block or neighbourhood the proposed development should relate to the adjacent buildings, or the more appealing features found along the street.

5.2 NARROW-LOT INFILL

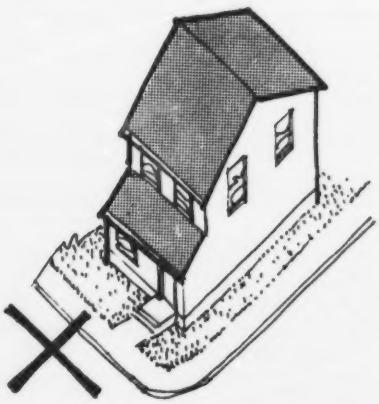
The most common infill strategy is subdividing an existing 15.2-metre (50-foot) lot into two 7.6-metre (25-foot) parcels. This type of development presents design challenges in matching the existing streetscape.

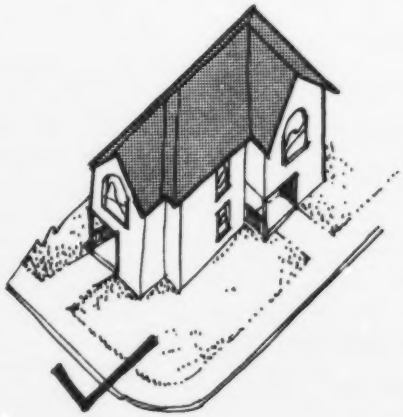


Narrow-lot infill developments tend to be tall, narrow buildings with vertical mass located adjacent to bungalows having horizontal proportions. Using features with horizontal elements; stepping back the second level of the front facade; incorporating architectural projections and recesses, such as bay windows, dormers, and porches to the basic building envelope; and other similar techniques can soften the visual impact of vertical structures and reduce the contrast between the new narrow-lot infills and the existing buildings. In some cases, it may be necessary for the designer to reduce the proposed floor area space of an infill in order to achieve a building mass that fits its context.

5.3 CORNER LOT INFILL

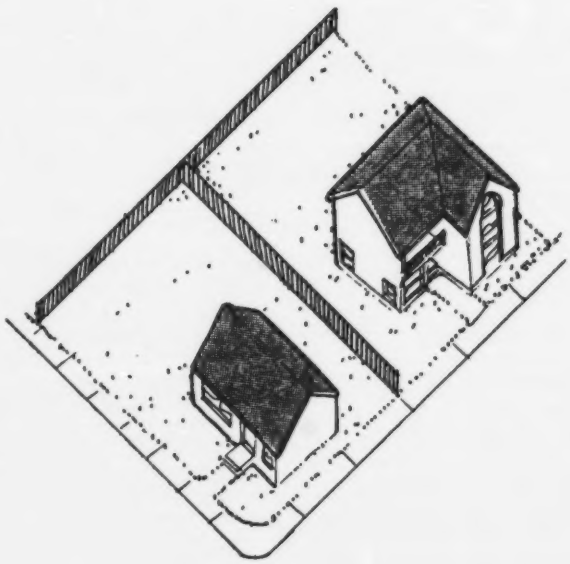
Corner lot infill developments should respond to and enhance the streetscape of both the front and the flanking street without adversely affecting the adjoining properties. The design should respond to the dual frontage of corner lots by incorporating windows, projections or other interesting architectural elements.





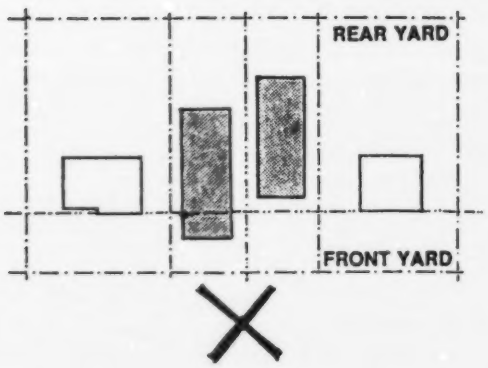
5.4 REAR YARD CORNER LOT INFILL

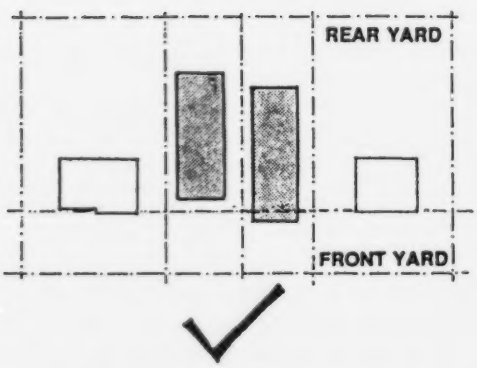
Location of a rear yard infill development requires special design considerations in relation to the adjoining properties. Careful attention should be given to privacy, overshadowing of yards and location of the parking area. In order not to negatively impact the livability of the existing and the new infill houses, a minimum lot depth of 22.8 metres (75 feet) should be maintained for all rear yard corner lot redevelopment.



5.5 SETBACKS

Setback of new infill development should approximate the established pattern.





5.5.1 Front Yard

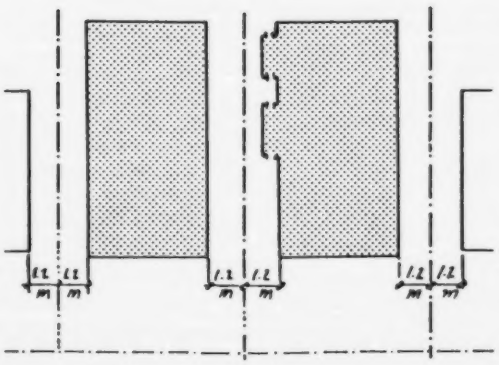
The *Land Use By-law* stipulates a minimum front yard requirement of 3 metres (9.8 feet). However, the established streetscape pattern often differs from this front yard requirement. In order to maintain the established block pattern, the depth of the front yard of a new infill house should not vary significantly from the front yards of neighbouring properties. If the structures on either side of the proposed building have a significant difference in the front setback, then the proposed development should approximate the average.

Front-drive garages or driveways should be avoided, where possible, so as to protect the pedestrian environment; and to maintain the continuity of sidewalks that are common in many of the older neighbourhoods.

Where front-drive garages or driveways cannot be avoided, the setback should be sufficient to allow for the construction of a parking stall that is long enough to accommodate a vehicle without encroaching onto the sidewalk.

5.5.2 Side Yard

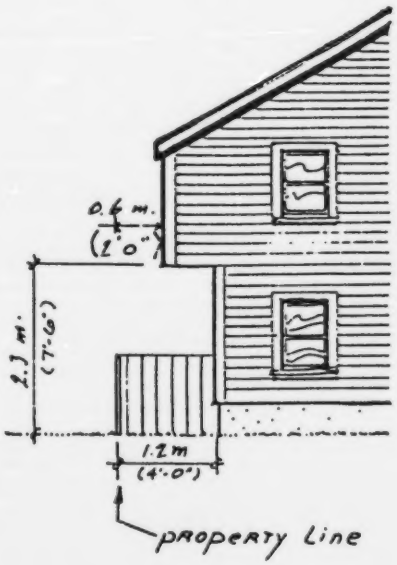
The *Land Use By-law* requires a minimum of 1.2 metres (4 feet) clear separation between the side of the house and the side property line. There is an allowance for certain projections such as fireplaces and chimney chases. In general, side yard projections should be setback from the front of the building to lessen the visual dominance of the building.



Relaxation of side yards may be required in some cases to facilitate interesting and innovative design solutions. Any extension of the habitable space into the side yard requires a relaxation of the By-law standards. Where such relaxations are proposed in the side yard, they may be allowed if they do not exceed 40 per cent of the side wall face; and each projection is no more than 3 metres (10 feet) in length. Projections should not be closer than 0.6 metre (2 feet) to the side property line. Projections at the second level should provide a clearance of at least 2.3 metres (7.5 feet) from grade.

One side yard with a minimum width of 1.2 metres (4 feet) should be maintained to provide a clear exterior access from the front to the rear of the house. It is preferable that relaxations be on the side that is common to a pair of new infill buildings. The space between the new buildings may then be treated as one common area, in order to lessen the cramped feeling between the buildings.

It should be noted that no unprotected openings/windows facing the side property line are allowed within side yards having a width less than 1.2 metres (4 feet).

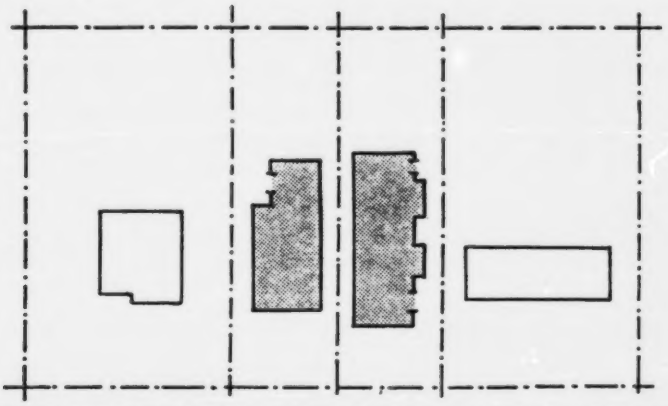


5.5.3 Rear Yard

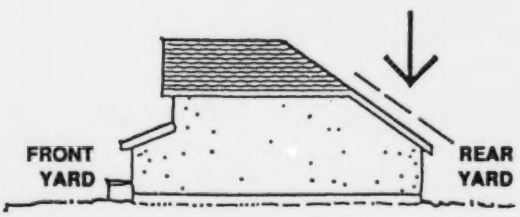
The *Land Use By-law* requires a minimum rear yard setback of 7.5 metres (25 feet). Often the existing properties adjacent to the proposed development have much greater rear yard setbacks. Where a development protrudes into the rear yards beyond the existing adjacent structures, privacy and access to sunlight and views are important design considerations.

To reduce overlooking and overshadowing of neighbouring properties, the proposed development can step down in height to be not more than one storey higher than the adjacent structure. Where the new infill building extends beyond the rear yards of existing adjacent buildings, windows, and above grade balconies should be carefully placed and oriented to face away from neighbouring yards to ensure privacy.

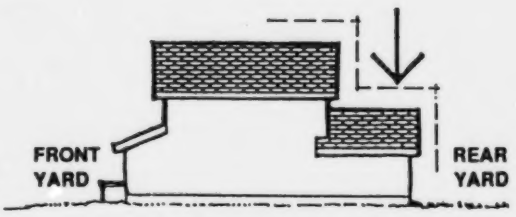
The use of vegetation and rear yard fence enclosures is encouraged to increase the visual separation between residences, and enhance the streetscape.



NEW DEVELOPMENT SHOULD RESPECT THE PRIVACY OF ADJACENT HOMES.



SLOPE DOWN TO REDUCE SHADOWING.



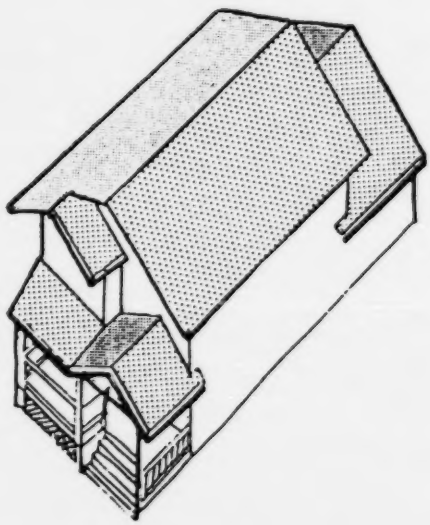
STEP DOWN TO REDUCE SHADOWING.

5.6 ROOFLINES

Roof portion of an infill dwelling should relate in character and slope to the streetscape.

Details that characterize the roof should reflect the slope, existing materials, soffit, overhang depth and decorative elements common to the character buildings in the neighbourhood. The proposed infill should incorporate a roofline that relates to the roof form of the neighbouring houses.

Incorporation of character elements like dormers, brackets and secondary roofs over bay windows, porches, etc. is encouraged. Large expanses of roof areas should not face the street. Hipped roofs are encouraged to reduce large roof areas.



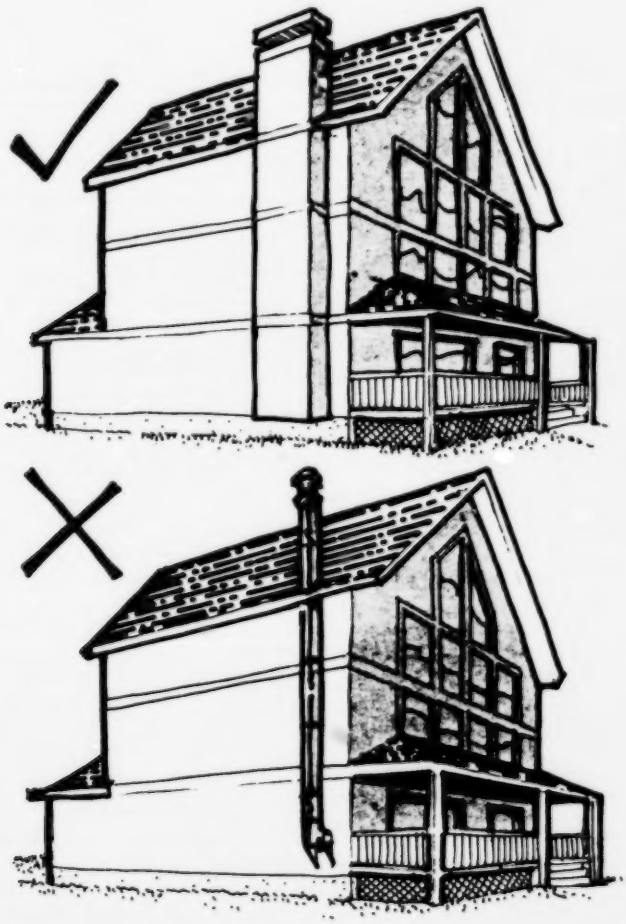
One principal roof style should be selected for the main body of the project and thus set the slope and materials for all secondary roof elements over other small volumes.

Corner lots should design the roof to acknowledge the streets on both sides.

5.6.1 Chimneys

Chimneys that are visible from the street should be boxed in by a chase.

Unenclosed metal chimneys often do not fit into an older neighbourhood. They should be enclosed or located to the rear portions of the project, unless they are integral to the design concept.



5.7 WINDOWS

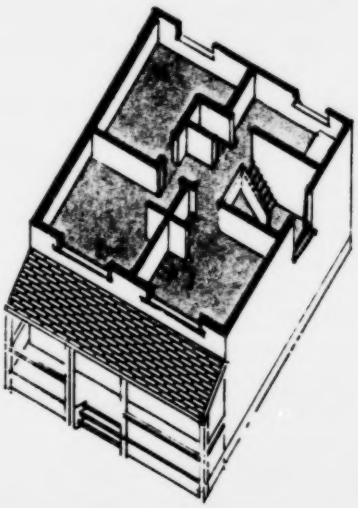
Window arrangements and form should complement the housing in the area.

Buildings often give a solid, substantial appearance due to large areas of wall and limited amount of window space. Excessive use of window space should be exercised carefully when it is visible from the street. The temptation to open extensive areas of glass in view locations should be tempered by the need to retain a certain amount of solid wall surface.

Careful arrangement, proper sizing and detailing of windows can add interest and provide a certain degree of balance and order to the building.

Wide trim around windows is encouraged.

Usually heavy window casings give the appearance of sturdiness.



Window placement is a logical reflection of the streetscape.

Modest window area, of symmetrical or balanced layout, often characterizes the established streetscape of older inner-city neighbourhoods.

Vertical window geometry should be used.

Window shapes should generally be vertical and rectangular, or they should have a rationale for not being so, in order to fit in with the traditional character of the neighbourhood.

Respect the privacy of adjacent properties.

To ensure privacy of adjacent buildings, windows should be carefully positioned and oriented away from neighbouring yards and windows.

5.7.1 Skylights

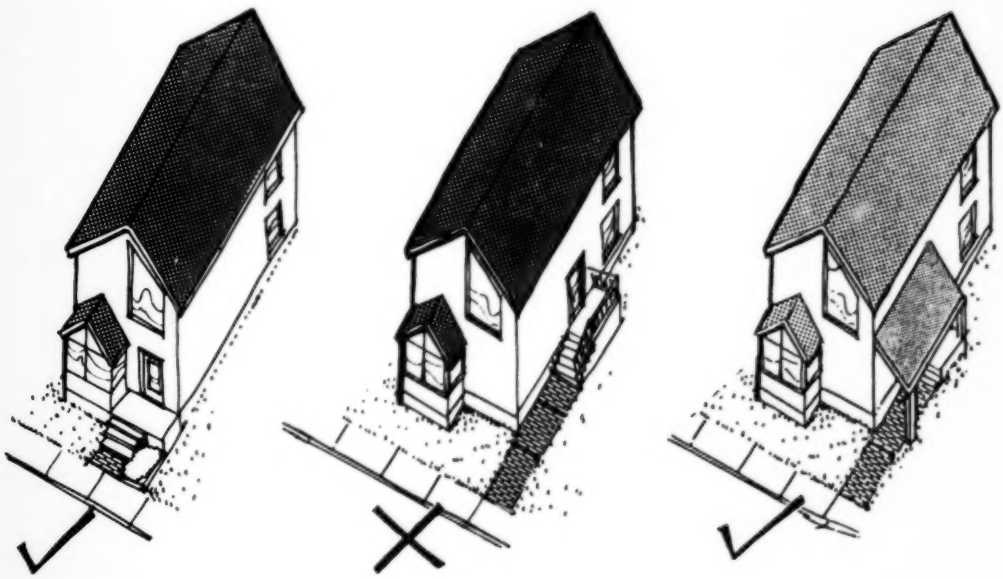
Skylights should be used in moderation if they are visible from the street.

The use of skylights is common in infill developments to promote natural lighting in narrow buildings. Using large expanses of "greenhouse" and overhead glazing that can easily dominate the roof and change the character of the streetscape, is discouraged.

EXCESSIVE FRONT FACADE GLAZING IS DISCOURAGED.

5.8 ENTRANCES

Principal entry should be visible from the street.



Original character buildings in the established communities emphasize the front or the principal entry by placing it on the front elevation. The entry may have a wide set of stairs leading to it, and an elaborate front door may include a transom or side lights. Furthermore, the entry may be sheltered by a full porch or have its own portico shelter overhead.

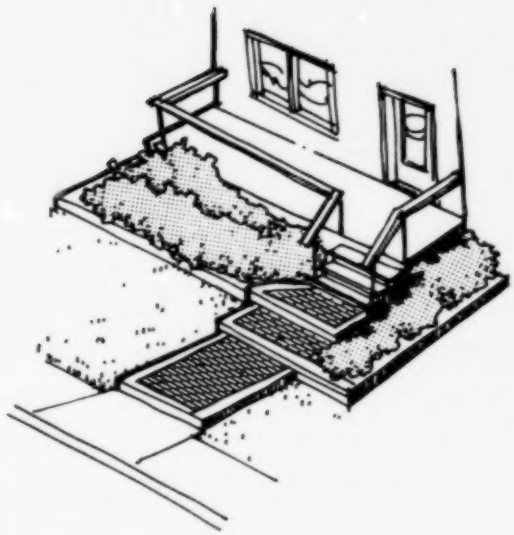
A development should have its principal entry clearly visible from the street. This entry should be accented by retaining the existing character elements or by introducing equivalent details to make it an inviting focal point.

If the primary entrance cannot be provided from the front of the property, the proposed building should be designed to create a strong sense of entry on the front facade. This can be achieved by including design features such as a front porch, an entry gate, a trellis or an archway over the entrance path.

5.8.1 Stairs

Stairs to the principal entry should be wide and interesting from the street.

Common wooden stairs are preferred and may include planters or walkway lighting.



5.8.2 Porches

Entry porches are encouraged in areas that historically have such features.

Entry porches and verandahs are characteristic of many houses in the inner-city residential areas. Traditionally, porches have offered shelter from weather as well as an area for socializing. The opening created by the porch is a welcoming element on the streetscape. Use of porches is encouraged to add friendliness to a project.

5.9 ARCHITECTURAL DETAILING

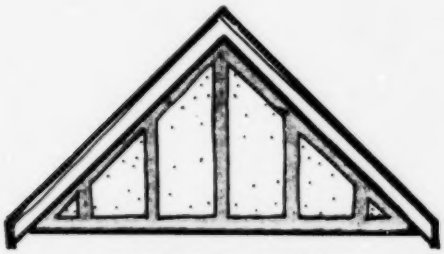
Detailing of new infill homes in keeping with the style of the neighbourhood is encouraged.

Detailing on buildings adds interest and rhythm to the streetscape. Column supported porches, wide trims, brackets and ornamental windows all contribute to a character collage.

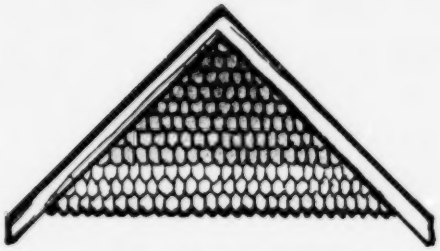
The architectural components need not be duplicated exactly to reflect the historical styles. They can be simplified to reflect the context of the community.

5.9.1 Exterior Finishes and Materials

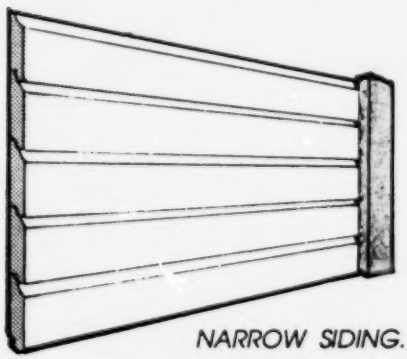
Exterior building finishes and materials should be consistent with those used in the neighbourhood.



DECORATED STUCCO



ORNAMENTAL SHINGLE



NARROW SIDING.

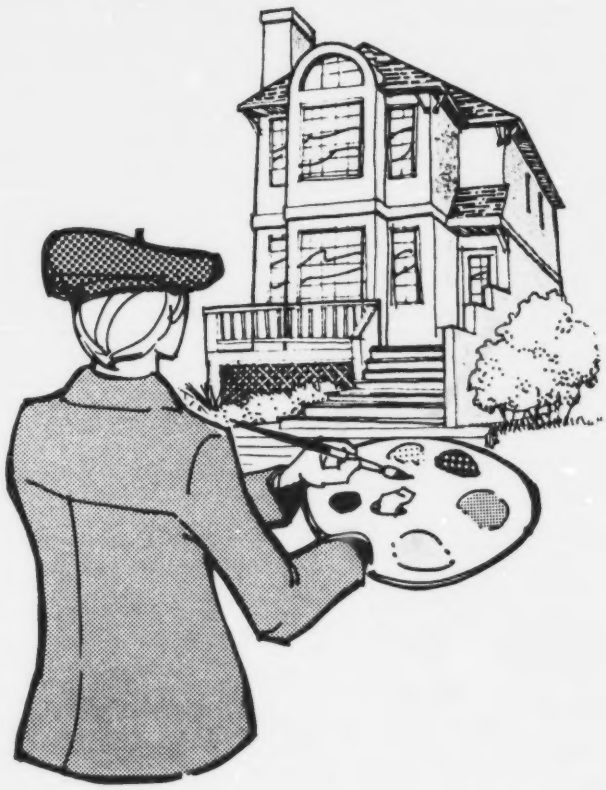
When the exterior finishes and materials are repeated along the street they create a texture that contributes to the visual continuity of the district. The predominant exterior cladding material in the inner-city residential character buildings is 3 - 4 inch horizontal wood siding. Wood shingle and limited use of trowelled stucco as a decoration back-drop are also present.

New development should employ materials and finishes that are visually compatible and could aid in harmonizing with the streetscape. However, designers are not limited to only duplicating the traditional form but rather referenced by it.

5.10 COLOUR

Compatible colour schemes are encouraged and subtle use of bright colour is recommended.

The most common method to achieve colour in the days when the street character was established was painted wooden surfaces. Colour was generally muted with accent white or a bolder colour to delineate and define the building trim. Occasionally stronger tones of colour were used, like rust red, deep blue or olive green. Vibrant colour should be used with discretion as a trim accent.



5.11 LANDSCAPING

Front yards are one of the most prominent features from the street. The arec is usually treated as a grassed semi-public zone with detailed planting at the base of the building.

Mature trees should be retained.

It is important that the proposed development should retain the healthy mature trees. Any mature trees that must be removed from the front yard to allow for development should be replaced in order to maintain the visual quality of the streetscape. Landscaping that buffers the front yard between the public sidewalk and the building, is also encouraged. In areas where the traditional setback is near the 3-metre (10-foot) minimum depth, it may be advantageous to locate some planters next to the development.

Gravelled front yards are discouraged and soft landscaping is encouraged.

Front yards are important components of the streetscape. Extensive use of rocks and gravel is not characteristic in older neighbourhoods. Hence, it is recommended that soft landscaping be provided adjacent to the public sidewalk.

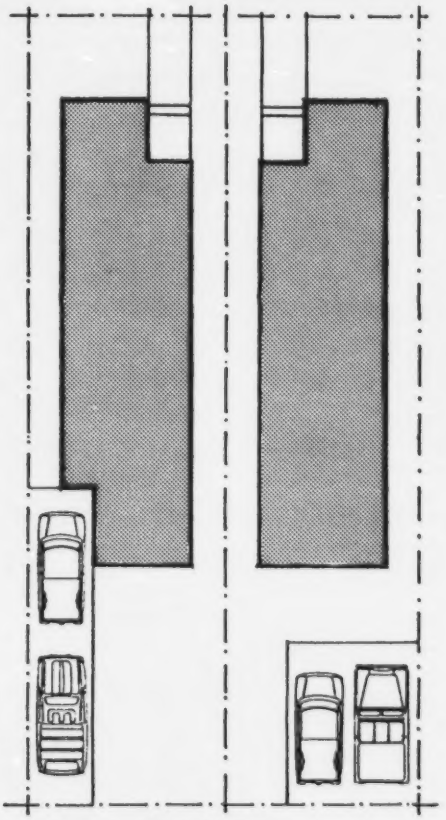
Flowering trees and shrubs are encouraged to give an element of colour to the landscape.

The rear yard is the private domain of the family. Neighbourliness is the best guide to fencing or other details when designing the back yard landscaping.

5.12 PARKING

A minimum of one on-site parking stall is required. Provision of two parking stalls is encouraged.

To reduce the potential of crowded on-street parking, a suitable rear parking area to accommodate two cars is encouraged. These stalls may be in tandem or series configuration. Preferably, off-street parking should be accessible from the back lane, and be constructed with suitable hard material prior to occupancy of the house.



TWO ON-SITE PARKING STALLS ARE ENCOURAGED.

Front driveway access should be discouraged where not necessary. Textured paving stones are encouraged and concrete is discouraged for front driveways.

Front driveways to under garages are new to the established communities. Therefore, they should be discouraged in areas that have back lane service unless the Development Officer is satisfied that front driveway access is consistent with the existing streetscape. When driveways are provided from the street, they should be of paving blocks rather than concrete slabs and should also be detailed by lanterns and/or planters where possible.

Avoid, if at all possible, front driveways on corner lot infills due to their proximity to an intersection. Should this be unavoidable, the driveway should be located as far away from the intersection as possible.

6.0 APPLICATION REQUIREMENTS

- A DEVELOPMENT PERMIT IS REQUIRED for a single-family home on an infill lot when the lot width is less than 12 metres (40 feet). Prior to occupancy of the infill home, a Development Completion Permit is required. The *Land Use By-law* defines an infill as "Infill or infill developmenor redevelopment occurring on a vacant site following completion of the initial development of the area."

- To maximize the effectiveness of the process of development review and efficiency of processing a development permit application, a complete information package for the proposed infill development should be submitted to the City of Calgary, Planning and Building Department.

- Applications can be made at:

  City of Calgary Planning & Building Department
  Development Section
  4th Floor South, Calgary Municipal Building
  800 Macleod Trail S.E.
  Calgary, Alberta

  (403) 268-5351

- Application information should include:

  - 4 sets of plans, accurately scaled and dimensioned, showing all elevations, floor plans and a site plan which shows the foundation outline, all projections and existing vegetation to be removed or retained.

  - Certificate of title and, where the applicant is not the owner, a letter from the owner authorizing the applicant to act on his/her behalf.

- Photographs of the subject site, the houses on either side of the subject site and photographs of the streetscape on both sides of the block (Panoramic Photo Assembly).

- A sketch of the streetscape including the proposed house and at least two houses on either side.

- A sketch of the site plan which shows the front yard setback of the proposed house and the setback of at least two houses on either side. This sketch plan should indicate the location of the side windows and outdoor patios on the proposed house and the neighbouring houses.

- It is advisable to contact the adjacent property owners and the local community association for comments (some communities have assigned specific individuals or committees to review all applications for infill homes in their local area).

- A covering letter providing the planning rationale when relaxation of the minimum by-lawed standards is requested.

NOTE: **Although it is not part of a development application requirement, the applicant should be aware of potential servicing costs associated with each new infill development as outlined in Section 7.0 - Appendix.**

7.0 APPENDIX

7.1 INFILL UTILITY SERVICING GUIDELINES AND OTHER RELATED ISSUES

The Engineering Department and utility companies have a number of policies and standard conditions which are generally applicable to infill development. Any person contemplating infill development should contact the affected utility companies in order to obtain all facts related to a specific infill development.

7.2 UTILITY SERVICE CONNECTIONS

Most infill projects are either redevelopment of an existing site or developing a new site between and/or adjacent to existing developments. Utility servicing for a particular development is dependent upon the site specific conditions.

An infill development may not be permitted to reuse the existing service connections which were installed to service a previous development. If new service connections are required, or if any existing service connections are to be disconnected then all this work is to be at the expense of the applicant. Similarly, if utility main extensions are required, they will be installed at the applicant's expense. The provision of utility service connections and utility main extensions shall be in compliance with the servicing policies of the various utility organizations.

The installation of utilities include the restoration of the affected curbs and sidewalk with concrete, roadway surface with hot mix asphalt and boulevard grading and seeding.

Servicing requirements for infill developments may include the registration of utility easements. Any utility easements, whether private or public, must be approved by the affected utility organizations. Easements will restrict the owners ability to construct or locate dwellings, garages, structures, retaining walls, decks, trees and shrubs, etc., within the easement area.

7.3 BUILDERS' RESPONSIBILITY FOR DAMAGE TO EXISTING SIDEWALK, CURB AND GUTTER, AND PAVEMENT

Provision is made in the *Streets By-law 9022* to recover costs to repair damage done to the street by developers and contractors.*

7.4 ROAD WIDENING SETBACKS AND CORNER CUTS

Frequently infill developments occur as the result of subdivision applications. The dedication of road widenings and/or corner cuts to the City of Calgary, may be required as a condition of the approval of the plan of subdivision. The requirements, if any, for road widenings will be determined at the time of the subdivision application.

7.5 SLOPE STABILITY

Prior to any land use redesignation, subdivision, development, and/or building permit approval, the City Engineer may require the preparation and submission to the City of a soil stability report. The soil stability report is required in order to determine from a geotechnical standpoint if the site is stable and capable of accommodating the proposed development. If required by the City, the recommendations of the soil stability report may be registered by means of a restrictive covenant on the title of all affected lands. A certificate of development compliance pursuant to the soil stability restrictive covenant must be submitted to the City by the applicant subsequent to the development of the affected lands and prior to occupancy.

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* The matter of taking a deposit from the builder of infill housing was dealt with by Council in the Commissioners' Report FB87-143 to Finance and Budget Committee on 1988 January 25. Council's decision was not to pursue this issue.